



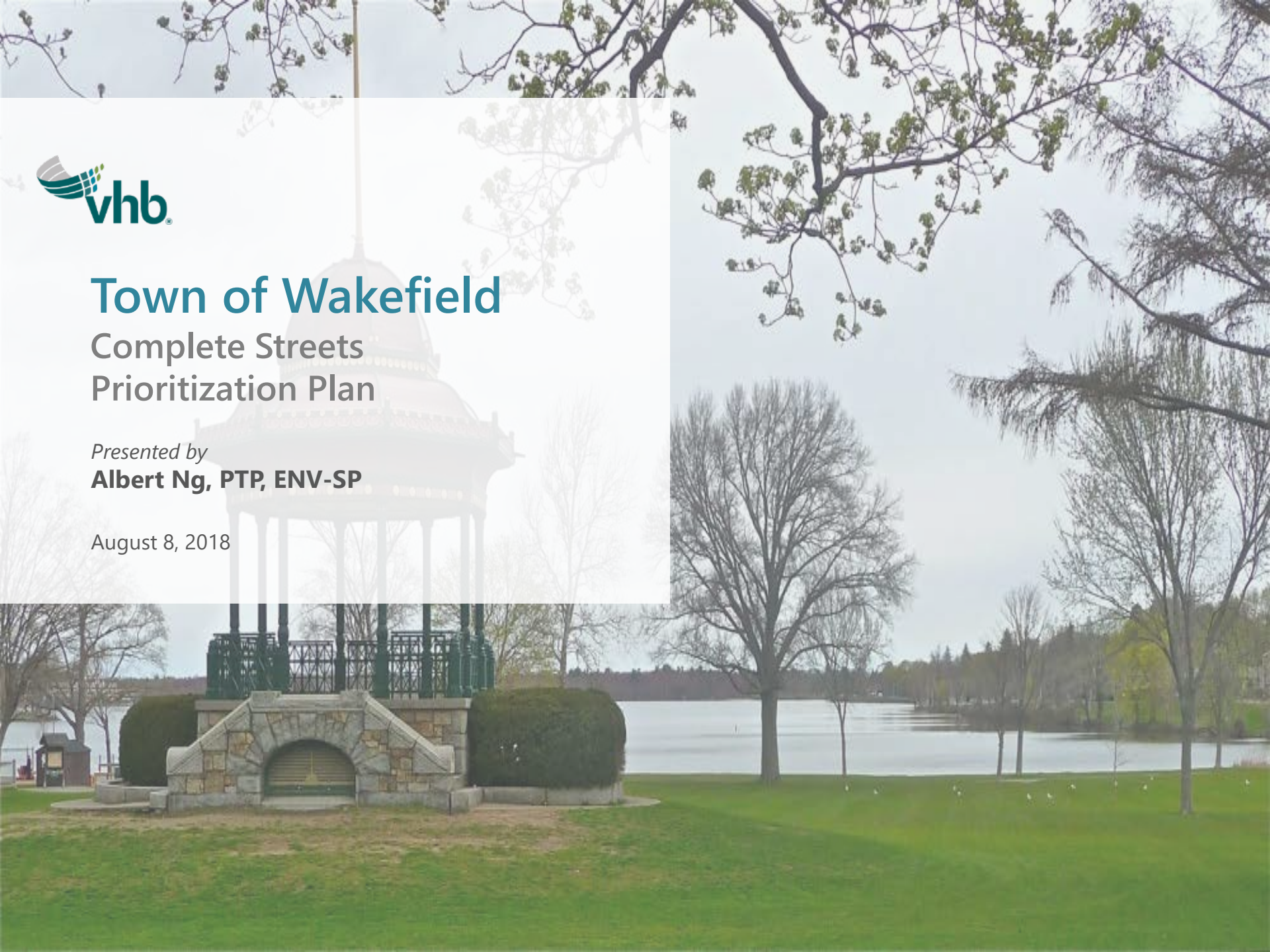
Town of Wakefield

Complete Streets Prioritization Plan

Presented by

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Overview

- What Are Complete Streets?
- Funding Program Rewards
- Complete Streets Framework
 - Tier 1: Complete Streets Training and Policy Development
 - Tier 2: Prioritization Plan Development
 - Tier 3: Project Approval and Construction NTP
- Complete Streets Prioritization Plan Process
- Project Development
- Preliminary Project List
- Next Steps



Complete Streets Defined

- A **Complete Street** (CS) is one that provides safe and accessible options for all travel modes—walking, biking, transit and vehicles—for people of all ages and abilities.
- Improvements may be large scale (ie. corridor-wide improvements) or focused on the needs of a single mode.

A photograph of a city street scene. A large, leafy green tree stands in the foreground, partially obscuring a black street lamp with two white globe lights. Below the lamp is a white sign with a black arrow pointing right and the words 'KEEP RIGHT'. Above that is a smaller sign that says 'STATE LAW YIELD TO PEDESTRIANS IN CROSSWALK STOP HERE'. In the background, there are parked cars, a building with a red awning, and a cloudy sky.

Complete Streets Benefits

- Safety
- System efficiency
- Public transportation
- Livable communities
- Transportation options
- Health
- Energy
- Environment
- Economic development

Complete Streets Funding Program Rewards



Tier 1

Complete Streets Training and Policy Development

Receive technical assistance through Baystate Roads workshops to develop of your community CS Policy.

Tier 2

Prioritization Plan Development

Gain up to \$35,000 of funding towards technical assistance to develop your CS Prioritization Plan.

Tier 3

Project Approval and Construction NTP

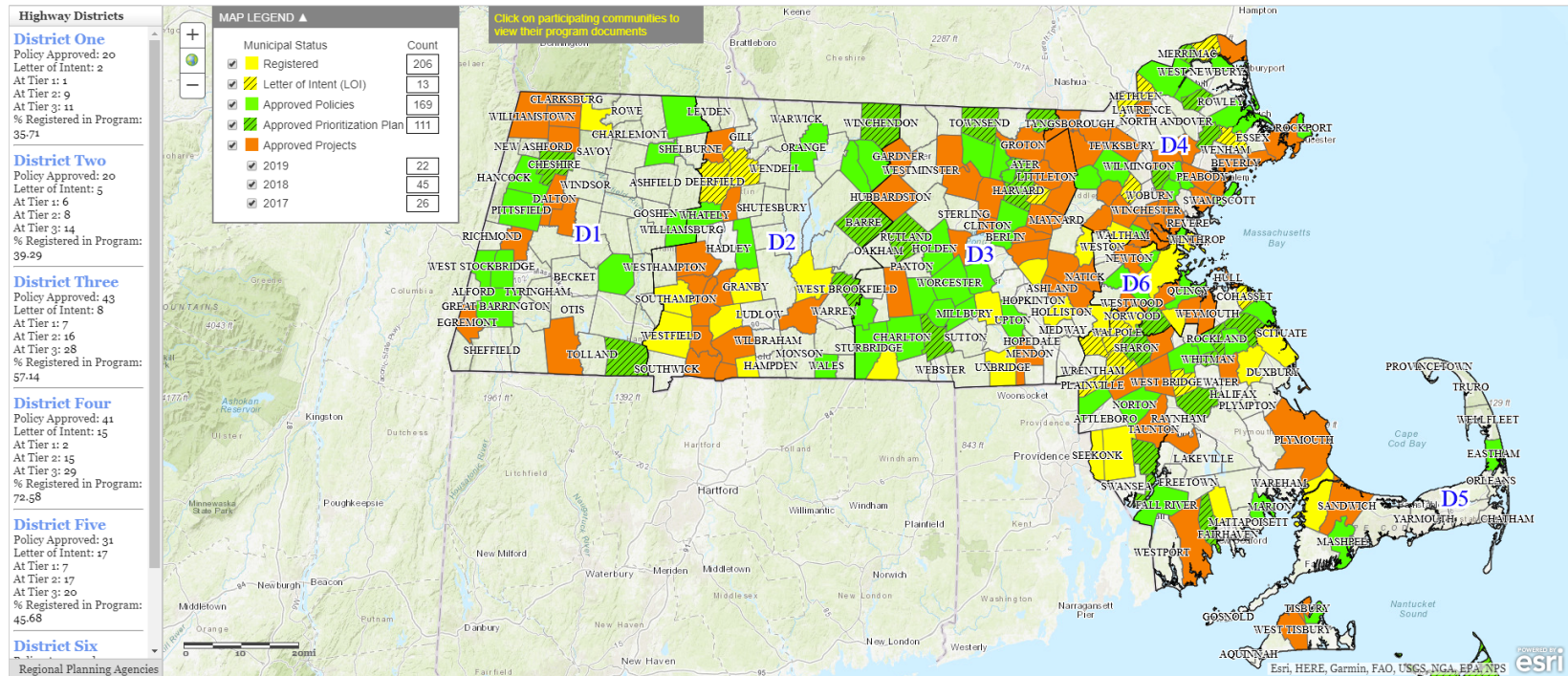
Receive up to \$400,000 per community for the construction of CS projects or elements in larger overall projects. Apply for Chapter 90 funding to expense design.

Current Activity

Massachusetts Complete Streets Funding Program Participation



complete streets are for everyone



Eligible Complete Streets Infrastructure

If a project or element does not appear in this list it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects.

S - Traffic & Safety	B - Bicycle Facilities	P - Pedestrian Facilities	T - Transit Facilities
S1. Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes S2. Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility) S3. Pedestrian signal & timing (minor updates) S4. Changing pedestrian signal timing (i.e., lead pedestrian interval) S5. Radar speed feedback ("Your Speed") signs S6. Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances S7. Additional regulatory signing (for existing regulations) S8. Speed humps/speed tables S9. Street lighting S10. Road diets S11. Speed attenuation devices S12. Roadway resurfacing or micro surfacing if restriping for new bicycle lanes S13. Intersection reconstruction – reducing complexity and crossing distance S14. New curbing or edging on uncurbed streets. S15. Addition of or widening of shoulders S16. Intersection signalization (major updates/upgrades & new Installation) S17. Traffic calming measures S18. Roundabouts S0. Traffic & Safety - Other	B1. Improvement of shared use paths (non-safety related) B2. Designated bicycle lanes B3. Bicycle parking fixtures and/or shelters at transit and other locations B4. On-street bicycle parking B5. Provide bicycle-safe drain grates and other hardware B6. Bicycle boulevards B7. Bicycle wayfinding signs B8. Shared lane markings (sharrows) B9. Bike route signs B10. New shared use paths B11. Designated Separated Bicycle Lane B12. Elimination of hazardous conditions on shared use paths B13. Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes) B0. Bicycle Facilities - Other	P1. Sidewalk repairs (tree roots, uplifted panels, etc.) P2. Providing ADA/AAB compliant curb ramps P3. Detectable warning surfaces P4. Pedestrian wayfinding signs P5. Providing new sidewalks P6. Providing pedestrian buffer zones P7. Pedestrian Refuge Islands P8. Curb extensions at pedestrian crossings P9. Crosswalks P10. Widening existing sidewalks P11. Accessible pedestrian signals P12. New or improved crossing treatments at intersections, midblock, etc. including RRFB's and HAWK signals P13. New pedestrian accommodations at existing traffic signals P14. Interim public plazas P15. Traffic re-routing to create pedestrian zones P16. Providing medians with ADA/AAB-compliant design P0. Pedestrian Facilities - Other	T1. Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing T2. Improving transit connections for bicyclists, including: providing secure bicycle parking, signing T3. Transit shelter T4. Transit signal prioritization T5. Bus pull-out areas T6. Railroad grade crossings improvements (signs, flange way fill, etc.) T7. Transit contra-flow lanes T8. Park-n-ride facilities T9. Transit-only lanes T0. Transit Facilities - Other

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.

Ineligible Project Types

- All projects on facilities where bicyclists and pedestrians are prohibited, such as freeways posted to exclude non-motorized transportation
- Projects done under Minor Vehicle Access Permit or Non-Vehicle Access Permits
- Routine roadway maintenance projects (e.g. pothole patching, crack sealing, joint repair, micro surfacing, chip seals, etc.) Micro surfacing eligible if restriping for bicycle lanes
- Non-roadway maintenance projects (e.g. catch basin cleaning, street sweeping, grass mowing, etc.)
- Bridge maintenance projects (e.g. joint repair, deck repair, superstructure repair, substructure repair, etc.)
- Emergency repairs
- Drainage only projects
- Guardrail only projects
- Landscape only projects
- Signage only projects. Bike wayfinding/bike route signing eligible
- Noise barrier only projects
- Shim/leveling projects
- Vertical construction. Covered bicycle parking shelters and covered bus shelters eligible

Complete Street Prioritization Plan

- Identify projects that incorporate Complete Streets elements
- Rank these projects based on their ability to address defined issues/needs
- Assess project details including the readiness level of each project, conceptual cost estimate, and multimodal benefits

Project Development Process

- Review available Wakefield and regional planning documents for identified needs and potential projects
- Include identified needs and projects based on previous studies, community outreach efforts and public input
 - MAPC Main Street Corridor Study
 - Input from Walk Boston Walkability Assessment
- Geospatial review of existing network to identify gaps in existing pedestrian and bicycle infrastructure
- Field verification of needs and potential projects

Next Steps

- Narrow List of Potential Projects
- Finalize Evaluation Criteria
- Finalize Weighting of Evaluation Criteria
- Project Scoring and Evaluation
- Cost Analysis

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